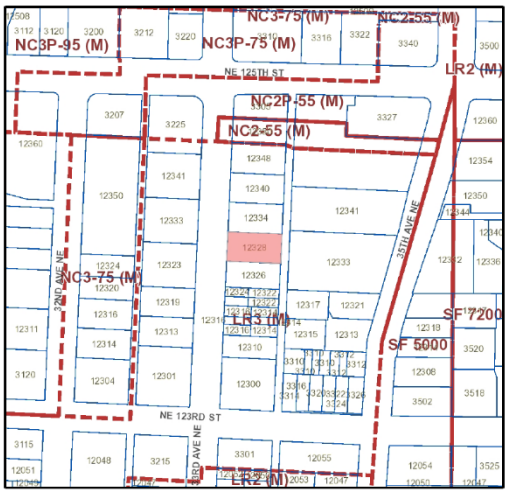
Seattle Department of Construction & Inspections

DESIGN REVIEW

ADMINISTRATIVE EARLY DESIGN GUIDANCE
NORTHEAST

Record Number:	3036083-EG
Address:	12328 33rd Ave NE
Applicant:	Hugh Schaeffer, S and H Works
Report Date:	Monday, August 17, 2020
SDCI Staff:	David Sachs

SITE & VICINITY



Site Zone:	Lowrise 3 (M) [LR3 (M)]
Nearby Zones:	(North) Lowrise 3 (M) [LR3 (M)] (South) Lowrise 3 (M) [LR3 (M)] (East) Lowrise 3 (M) [LR3 (M)] (West) Lowrise 3 (M) [LR3 (M)]
Lot Area:	6,607 sq. ft.
Overlays:	Lake City Hub Urban Village Frequent Transit Service Area Lake City Design Review Guideline Area Design Review Equity Area Salmon Watershed

Current Development:

The subject site is currently developed with an existing triplex residential structure built in 1957 and slopes downward west to east approximately twelve feet.

Surrounding Development and Neighborhood Character:

The subject site is located on the east side of 33rd Ave NE, midblock between NE 123rd St and NE 125th St in the Lake City Hub Urban Village. Adjacent to the site are multifamily residential structures to the north, south, and west, and a medical facility to the east. NE 125th St

intercepts north-south connector Lake City Way two blocks to the west. The immediate vicinity is primarily comprised of multifamily residential developments, transitioning to commercial and mixed-use structures along Lake City Way two blocks to the west and single-family residences one block to the east. The area was rezoned from Lowrise 3 to Lowrise 3 (M) on 4/19/19. Nearby amenities include the Lake City branch of The Seattle Public Library and Lake City Community Center.

The site is located within the established fabric of the Lake City neighborhood. The surrounding blocks maintain a residential character despite a mixed composition of scale, massing, and age amongst existing structures. Structures range from one to five stories in height with no one architectural style dominating. Smaller developments are commonly set back from the street by surface parking or take vehicular access from the street, while larger developments to the north form a strong street wall which extends vertically into a boxy massing. The Lake City neighborhood is in transition, following a trend of larger scale commercial and mixed-use residential developments replacing surface parking lots and lowrise commercial structures, primarily near Lake City Way NE. Multiple projects in the vicinity are currently in review or under construction for proposed development, including 12337 30th Ave NE, 12004 31st Ave NE, 12545 35th Ave NE, and 12548 Lake City Way NE.

Access:

Pedestrian access is proposed from 33rd Ave NE.

Environmentally Critical Areas:

There are no mapped environmentally critical areas located on the subject site.

PROJECT DESCRIPTION

Administrative Design Review for a 4-story apartment building with 46 small efficiency dwelling units. No parking proposed. Existing building to be demolished.

The design packet includes materials that are available online by entering the record number at this website:
http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

The packet is also available to view in the file, by contacting the Public Resource Center at SDCI:

Mailing Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

ADMINISTRATIVE EARLY DESIGN GUIDANCE August 17, 2020

PUBLIC COMMENT

SDCI staff received the following design related comments:

- Requested the fir tree located on the property line is retained and protected.

SDCI received non-design related comments concerning parking and density.

One purpose of the design review process is for the City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number: http://web6.seattle.gov/dpd/edms/

PRIORITIES & RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, Staff provides the following siting and design guidance.

1. **Massing Options shown in the EDG packet:**
    a. Staff appreciates that 3 distinct massing options have been provided and that consideration was given to the preservation of the Exceptional Douglas Fir on the neighboring site to the north. Staff potentially supports Scheme C. – Preferred and agrees with public comments related to retention and protection of the Exceptional Tree. CS1-D.2, CS2-C.2,CS2-D.1, CS3-A.1, DC2-A.1
    b. Staff notes that the massing and roof form shown on Scheme C relates well to the existing context and is successful in fitting between the adjacent buildings and addressing the street frontage. The gabled roof form and mass, facing the property to the north helps break down the scale of what would otherwise be a long unmodulated façade. The same level of attention is to be paid to the massing on the south side of the building. Alleviate the perceived length of the south side using modulation techniques that may include gable roof forms, shift in façade, recessed or overhanging balconies, etc. CS2-C.2, CS3-A.1, DC2-A.1, DC2-A.2
    c. Although the massing along the alley includes multiple roof forms and some depth change, the overall mass does not have the same break down in scale as the north and west sides. Increase the overhang depth of the central bay or add a recessed vertical break like the north and west sides for a consistent architectural treatment of the secondary gabled massing. CS2-C.2, CS3-A.1, DC2-A.2

2. **Façade Design:**
    a. Staff supports the façade articulation shown on the sketches of the front façade of the preferred option, noting the importance of depth and shadow as a response to context and to provide human scale. Staff notes that this depth and shadow is not evident in the treatment of the remaining sides shown on the conceptual massing and that its development will be required in the next review phase. DC2-B.1, DC2-B.2, DC2-C.1, DC2-D.2
    b. Staff is concerned with the south facing façade length and lack of modulation. This façade is taller than the adjacent structure and will be visible from the street. It is also closest to the property line. Staff notes the importance of providing more interest and depth and shadow through deeper recessing of windows, using materials with texture/profile, and other secondary architectural features that response to context and provide human scale. DC2-B.1, DC2-B.2, DC2-C.1, DC2-D.2
    c. Based on the gable roof form proposed, design roof drainage with intention, if exposed, so that it works with the overall façade composition. PL2-C.2
    d. The patterning of materials shown in the EDG packet appear to be varied and elude to a nicely articulated palate, however, actual materials are not called out. Staff reiterates that based on the flatness of the proposed facades, high quality materials are required. DC2-B.1, DC2-C.2, DC4-A.1

3. **Design Concept Development**
    Staff appreciates the inclusion of the Concept Development – Form and Expression sheets on the packet and has the following guidance:
    a. The dark frame fin element is compelling and should be applied on the other facades in a consistent manner. The application of this material is important, and it should be of a high quality that will be straight and true when installed. Large flat fiber-cement panel material is strongly discouraged. DC4-A.1
    b. Using horizontal siding is encouraged to help mitigate the scale of the blank façade portions. DC2-B.1, DC4-A.1
    c. Increase the height and width of the window fenestrations within the vertical recessed modulation to help accentuate the flanking masses. This will also increase this effect at night and allow more natural light into the corridors. DC2-B.1
    d. Incorporate secondary architectural features, such as balconies, to help mitigate the blank facades on all facades. DC2-C-1, DC2-C.2,
    e. Design required mechanical venting so that it appears intentional on all facades and is integrated into the architectural approach. PL2-C.2, DC2-B.1
    f. Combine the various entry elements, address numbers and callbox, into a well-defined area to further emphasize entrance. PL3-A.1.c, PL3-B.2.b
    g. If possible, staff would like to see higher windows opening into the entry, lobby & mail spaces to help reinforce the architectural concept. PL2-A.1, PL2-B.1, PL2-B.3, DC1-A.1

4. **Site Planning, Ground Floor and Street Edges:**
    a. Staff appreciates the ground level design and how it works to respect the Exceptional Tree to the north. The creation of various spaces that interact with the street frontage will promote residential interaction and interest for pedestrians.

Develop this area further in conjunction with the landscape plan to provide a cohesive and layered design. PL1-A.2, PL1-B.3, PL2-B.1, PL3-A.2, DC4-D

b. Study providing outdoor space or ground level access to the residential unit at the southwest corner for more visual interest along the street frontage. PL3-A.1.b
c. Further develop the use of the exterior space provided between the alley and the building. Study flipping the bike room with a recessed vestibule. This could allow for more direct access to the bike room help break up the blank façade at the ground level. Explore providing an outdoor amenity space to help ground this secondary entrance. PL4-2.B, DC1-B.1, DC1-C.2, DC3-C.2, DC4-D
d. It is not clear from the drawings how privacy impacts with adjacent buildings are mitigated, particularly with reference to the north and south property lines. Clarify this aspect of the design with the MUP application. CS2-D.5

5. Basement Level Units / Light Wells:

a. The limited access to light and air for the basement units is concerning. Although a section and images of previously built light wells is provided, the next submittal should include more detail on the basement units and all light well dimensions (height, width and depth), surface materials, and guardrail information (height and material). If previously built examples are used to illustrate the condition, provide dimensional information for comparison.
CS1-B.2, DC3-B
b. Staff is concerned with the width and depth of the 3'-4" light well on the north side. Staff recommends studying shifting the entire building to the south so that the light well are equitable on both sides of the building. This should be tied to 2.b and 4.d above. CS1-B.2

DEVELOPMENT STANDARD DEPARTURES

SDCI's preliminary recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s).

At the time of the EARLY DESIGN GUIDANCE review, the following departures were requested:

1. **Façade Length (SMC 23.45.527.B1) - North:** Facades within 15' of side lot line not to exceed 65% of lot depth. Allowed length along the north side is 71'-6", the applicant is proposing a north façade length of 78'-3" (71%).

   Staff indicates support for this departure because the applicant has distributed the massing to allow for the retention of the Exceptional Tree on the property to the north. The gabled roof form and design elements shown on the Concept Development – Form and Expression sheets of the packet, when applied to the north facing mass, should visually mitigate the additional length. Final approval will be predicated on the applicant successfully resolving Early Design Guidance described in this report.

2. **Façade Length (SMC 23.45.527.B1) - South:** Facades within 15’ of side lot line not to exceed 65% of lot depth. Allowed length along the south side is 71’-6”, the applicant is proposing a south façade length of 76’-1” (69%).

   Staff does not support this departure based on the lack of modulation, the flatness of material application and the limited window fenestration shown on the massing option and implied on the Concept Development – Form and Expression sheets of the packet.

   This departure will be reconsidered if the applicant successfully resolves Early Design Guidance described in this report.

DESIGN REVIEW GUIDELINES

The Seattle Design Guidelines and Neighborhood Design Guidelines recognized by Staff as Priority Guidelines are identified above. All guidelines remain applicable and are summarized below. For the full text please visit the Design Review website.

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-A Energy Use

CS1-A-1. Energy Choices: At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

CS1-B Sunlight and Natural Ventilation

CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-B-3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

CS1-C Topography

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

CS1-D Plants and Habitat

CS1-D-1. On-Site Features: Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

CS1-D-2. Off-Site Features: Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

CS1-E Water

CS1-E-1. Natural Water Features: If the site includes any natural water features, consider ways to incorporate them into project design, where feasible

CS1-E-2. Adding Interest with Project Drainage: Use project drainage systems as opportunities to add interest to the site through water-related design elements.

North District - Lake City Supplemental Guidance:

CS1-I Responding to Site Characteristics

CS1-i. Vegetated Setbacks: Consider expanding vegetated setbacks along both riparian edges, and by bringing more of the creek out of pipes and to the surface (daylighting) where possible. New development is encouraged to increase the protection of Thornton Creek and its tributaries by integrating this natural resource. Landslides, runoff and erosion should be reduced by avoiding development on steep slopes.

CS1-I-ii. Water Retention/Reuse: New site development and structures are encouraged to use sustainable building practices, where possible, that reuse and retain surface water runoff on-site to recharge groundwater and reduce pollution before it enters the creek to improve the quality of the creek and the health of wildlife.

CS1-I-iv. Open Space: Provide open spaces, such as a pedestrian viewing area or platform(s) and/or landscaped setbacks along a ravine edge, possibly using both public sidewalk and adjacent private property setbacks where they are available. Design departures may be considered when designing to incorporate ground floor pedestrian activities that relate visually to the creek ravine, and incorporates similar native flora found in the adjacent creek ravine.

CS1-I-v. Ravine Edge: Improve pedestrian and visual access to the ravine edge along Lake City Way and on the north and south sides of the creek where redevelopment occurs to enhance the planning area, providing pleasant pedestrian experiences and educational opportunities.

CS1-II Landscaping to Enhance the Building and/or Site

CS1-I-i. North/South Streets: Little Brook Creek could be used to enhance landscaping of new developments on 33rd Avenue Northeast, and at the proposed park site nearby.

CS1-III Landscape Design to Address Special Site Conditions

CS1-III-i. Water Management: The landscape design should attempt to re-inject into the ground water resource the run-off from buildings, sidewalks, streets, parking lots and large paved areas by using surfaces which allow filtration, grassy swales or other types of water runoff courses, landscaped detention areas or permeable detention vaults and other associated treatments to filter run-off and retain it.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

CS2-C-2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

CS2-C-3. Full Block Sites: Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

North District - Lake City Supplemental Guidance:

CS2-I Respect for Adjacent Sites

CS2-I-i. Solar Access to NE 125th/Lake City Way Park: The existing Lake City mini-park block at Northeast 125th Street and Lake City Way is considered a key open space that can enhance the commercial and Civic Core as it is redeveloped. Consider stepping back

the upper floors of new development immediately to the south of the existing park in order to enhance the solar exposure of the mini-park.

CS2-I-ii. Auto Row:

a. Provide thick vegetative buffers of sufficient height to screen on-site lighting from contiguous and nearby residential areas.

b. Glare-free lighting should be provided and directed downward to be sensitive to nearby residential areas.

CS2-II Corner Lots

CS2-II-i. Hub Urban Village: Projects on corner sites should "erode" the structure at the corner in order to promote visibility and to encourage comfortable gathering places for people and space for pedestrians waiting to cross arterials like Northeast 125th Street or Lake City Way.

CS2-III Height, Bulk and Scale Compatibility

CS2-III-i. Lake City Way – Canyon Effects: Buildings along Lake City Way from Northeast 130th Street to Northeast 123rd Street can reduce potential "canyon effects" by setting back upper level floors. Consider stepping back at least 5 feet above the 30-foot height; an additional 10 feet above the 50-foot height in NC-65' zones; and an additional 5 feet above the 65-foot height in 85 foot zones. Other design features should also be considered for these buildings to reduce the appearance of height, such as bay windows, overhangs, decks, solar screens and other appendages at different heights along the building façade.

CS2-III-ii. Sensitive Edge Transitions: Careful siting, building design and massing at upper levels should be used to achieve a positive transition at sensitive edges. Consider the following when a sensitive edge condition calls for design methods to provide a positive transition:

1. Varying color, texture and materials to break up the potential monolithic character of a large structure; perhaps create more of a townhouse look facing the lower-intensity residential neighborhood
2. Articulating the building façades vertically or horizontally in intervals that respond to the existing structures or platting pattern in the vicinity
3. Including pitched roofs, sloping roofs, dormers and/or gables of a size compatible with adjacent residential structures
4. Using exterior siding materials that are compatible with residential structures
5. Locating features such as open space on the zone edge to create further separation and buffering from the less intensive zone
6. Avoiding placing decks, patios and windows in direct view of neighboring residences to preserve privacy
7. Planting dense, evergreen trees (such as Western Red Cedar or Douglas Fir) and other vegetation to create a continuous green buffer between the structure and adjacent less-intensive residential-zoned properties
8. Providing upper-level setbacks to limit visibility of floors above the height of existing smaller-scaled development (single-family homes are typically 30 feet tall), adjusting accordingly for a specific site
9. Setting back the structure from the property line of less intensely zoned areas.

CS2-III-iii. Hub Urban Village:

a. Along commercial streets employ simple, yet varied masses, and emphasize deep enough window openings to create shadow lines and provide added visual interest. Monolithic buildings lacking articulation are discouraged.

b. Consider stepping back upper stories to maintain scale compatibility, provide for light and air on streets and avoid a canyon effect for structures in 65-foot and higher zones.

c. Design structures to appear less overwhelming at the street level, for example, consider giving emphasis to the horizontal dimensions of taller buildings.

d. Where there are zone edges between commercial and residential parcels, a vegetated buffer is encouraged between the differing zones. This, along with street trees and wider sidewalks, will be critical to creating the transition desired by the community that will make increased heights and densities compatible with surrounding areas.

e. Departures: Within the Hub Urban Village, when design methods are used to create a positive transition along sensitive edges, departures (as set forth at SMC 23.41.012) from development standards may be appropriate to offset a significant loss of development opportunity.

CS2-III-iv. Civic Core: The development potential of these zones should be utilized where possible to provide the density needed for a successful mixed-use area with retail and housing that is well served by transit.

CS2-III-v. Auto Row: Buildings along Lake City Way from Northeast 95th Street to Northeast 123rd Street and Northeast 130th Street to Northeast 145th Street should reduce potential "canyon effects." by adding design features to reduce the appearance of height, such as bay windows, overhangs, decks, solar screens and other appendages at different heights along the building façade.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-3. Established Neighborhoods: In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

CS3-B Local History and Culture

CS3-B-1. Placemaking: Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

CS3-B-2. Historical/Cultural References: Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

North District - Lake City Supplemental Guidance:

CS3-I Architectural Context

CS3-I-i. Auto Row: Monument-style signage, with vegetated beds around them, is encouraged—particularly as a gateway feature. Mid-century modern, or 50s style, and neon is encouraged for signage in the auto row to recall the area's history. Such signs, however, are encouraged to be placed on buildings closer to the street, rather than mounted on poles in large parking lots. Flashing or continuous changing images that may be distracting to motorists on Lake City Way, or to nearby residences are discouraged.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A Network of Open Spaces

PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

PL1-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in

neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

North District - Lake City Supplemental Guidance:

PL1-I Responding to Site Characteristics

PL1-I-i. Civic Core: Within the Lake City Civic Core, street corners are key locations for pedestrian-oriented spaces with good solar exposure.

PL1-II Human Activity

PL1-II-i. Street Edge: For large developments, consider pulling back from the street edge for open spaces, such as plazas or gracious forecourts, provided continuity of the building definition of the street is not excessively interrupted along the majority of the block.

PL1-II-ii. Solar Exposure: Maximize the solar exposure of open spaces to the extent possible.

PL1-II-iii. Connected Open Space: Locate open spaces intended for public use at/or near street grade to promote a physical and visual connection to the street and sidewalk.

PL1-II-iv. Open Space Network: Link outdoor spaces with walkways to create a network of open spaces within and around the project site.

PL1-III Pedestrian Open Spaces and Entrances

PL1-III-i. Plazas and courtyards: These should be located on sites at major entries into and within the Civic Core area.

PL1-III-ii. Proximity to Natural Drainage Areas: Plazas and vegetated setbacks should be considered on sites located immediately across from and adjacent to natural drainage areas including Thornton Creek.

PL1-III-iii. Mid-block Crossings: Public pedestrian mid-block passage-through sites, plaza and courtyards should be considered in long blocks of commercial or mixed-use developments. Open spaces with pedestrian access that include public art; art as landscape into the design, planted areas and seating areas are also encouraged.

PL1-III-iv. Seating Amenities: When portions of a building are set back, consider providing small pedestrian open spaces with seating amenities to create a lively streetscape.

PL1-III-v. Transparency: The use of opaque or highly reflective glass is discouraged.

PL1-III-vi. Human-Scale: Define outdoor spaces using a combination of building and landscape. Scale outdoor spaces for human comfort. Outdoor spaces should be proportioned to their surroundings and envisioned use.

PL1-III-vii. Lighting: Appropriate lighting, including at-grade lights, should be considered to help ensure safe pedestrian areas. Publicly accessible open space at street level is a high priority. Plazas and courtyards can be an integral part of the social life in the commercial core. The location, size and design of an open space must be carefully considered in relation to its surroundings.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-A Accessibility

PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

PL2-A-2. Access Challenges: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL2-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

PL2-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

PL2-C-3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

PL2-D Wayfinding

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

North District - Lake City Supplemental Guidance:

PL2-I Pedestrian Open Spaces and Entrances

PL2-I-i. Civic Core:

a. Entrances: New developments should augment Civic Core plazas and spaces by orienting their entrances to the public open spaces and by providing additional small open spaces or gathering spaces.

b. Pedestrian Connections: Create strong aesthetic, visual and pedestrian connections between public space and neighboring development.

c. Incorporate civic art. Encourage civic art components that identify areas with a unique identity or celebrate the entrance to a public place, accessible to the public, draw people through public spaces, support the use of diverse media and art forms, and celebrate local history and culture.

d. Pedestrian-friendly building entrances should face all commercial streets in the Civic Core.

e. Mini-Park (Intersection of Lake City Way NE & NE 125th Street) should have entrances to the park and new developments should face the park and include windows on the wall facing the park to increase visibility to the park.

f. East-West pedestrian pass-through arcades should be considered for blocks along Lake City Way from Northeast 127th Street to Northeast 123rd Street. Passages should be of a reasonable width and well lighted to provide for the safe, and comfortable movement of people. For long blocks between Northeast 125th and Northeast 130th Streets, mid-block, east-west passages are desired to be incorporated into new, full-block developments connecting the Civic Core, residential areas and commercial sections. Maintain existing pedestrian passage at about Northeast 126th Street.

g. Consider design departures for increased lot coverage on upper levels when this aids in designing for ground level pass-through arcades.

PL2-I-ii. North/South Streets: 28th Avenue NE (NE 120th St. to NE 145th St.)

a. Pedestrian-friendly building entrances should face 28th Avenue Northeast.

b. Wider sidewalks, limited vehicle access, street trees, planting strips, street furnishings, lighting and public art should be provided to define pedestrian connections between local parks, the library, the neighborhood service center and central shopping areas.

c. East-west mid-block connections should be provided for pedestrian passage between 27th and 30th Avenues Northeast.

d. Development along this street should be considered for mixed uses, including space for cultural, social and artistic endeavors, as well as housing and smallscale retail.

e. Consider providing signage that includes maps showing local parks and services.

PL2-I-iii. North/South Streets: 30th Avenue NE (NE 123rd St. to NE 145th St.)

a. Pedestrian-friendly building entrances should face 30th Avenue Northeast.

b. South Apex at intersection of Lake City Way and 30th Avenue Northeast. Consider a setback on the south property line for a new building at the apex to create 1) a pedestrian plaza-type open space within the private setback suitable for cafes; and, 2) a portion of a green entry into the heart of the Civic Core. In addition, an upper-level setback can occur at the South Apex of the block to further reinforce a gateway affect.

c. Additional southerly and westerly corner “notches.” The block face along Northeast 123rd Street presents an opportunity to create two corner pedestrian “notches” or south-facing spaces as well as a special entry into the Civic Core. The diagram illustrates a design with two corner setbacks, in collaboration with upper level setbacks along Lake City Way.

d. Provide a pedestrian arcade or pass-through from 28th Street Northeast and the Civic Core to Lake City Way at or near Northeast 126th Street to connect north/south streets.

PL2-I-iv. North/South Streets: 31st Avenue NE (NE 123rd St. to NE 125th St.)

a. Pedestrian-friendly building entrances should face 31st Avenue Northeast.

b. South of the intersection of Lake City Way and Northeast 31st Street facing Northeast 125th Street. This north facing site could provide an enclosed and transparent ground-level open space, such as an atrium. This space should be

designed to take the “indoors” outdoors, and bring the “outdoors” into the building by opening the interior space to sunlight and sidewalk activity.

c. New development should be sited and designed to aid in the development of the desired character of 31st Avenue Northeast as a pedestrian-oriented retail street and gathering area. Wider sidewalks, limited auto access, plantings, lighting, street furnishings and public art are encouraged.

PL2-I-v. North/South Streets: 33rd Avenue NE (NE 125th St. to NE 130th St.)

a. Encourage a new development(s) to provide an open space pedestrian passageway, safe for pedestrians and secure for site tenants, which connects 33rd Avenue Northeast to 35th Avenue Northeast; and, 33rd Avenue Northeast to Lake City Way, preferably near Northeast 127th Street.

b. Create visual interest in the block, building-faces or walls by adding small pedestrian indentations for seating and outdoor eating.

c. New development is encouraged to support development of a new park midblock to offset anticipated increases in low income and affordable housing.

PL2-I-vi. Natural Areas

a. Where Thornton Creek and its tributaries intersect with the Civic Core, Hub Urban Village or Auto Row, a site enhancement at daylighted portion(s) is strongly encouraged. Such enhancements could be incorporated as landscaped open space and as an opportunity to provide pedestrian passageways.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-B Residential Edges

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

PL3-C-3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

North District - Lake City Supplemental Guidance:

PL3-I Entrances Visible from the Street

PL3-I-i. Storefront Design: Encourage welcoming, slightly recessed main building or shop entrances consistent with a traditional storefront design.

PL3-I-ii. Marked Entries: Clearly indicate main entries to new commercial and multiple family residential buildings through design, material changes, lighting and street visibility.

PL3-II Human Activity

PL3-II-i. Gathering Spots: Create diversity in the block building face or wall by adding small pedestrian indentations for seating and outdoor eating.

PL3-II-ii. Pedestrian-friendly building entrances: These should face 33rd Avenue Northeast. Consider orienting the building to define the public street and civic spaces in this area and to encourage walk-in traffic.

PL3-II-iii. Sidewalk Width: Wider sidewalks are encouraged with planting strips and natural system approaches to drainage due to the proximity of Little Brook Creek.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-A Entry Locations and Relationships

PL4-A-1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

PL4-A-2. Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

PL4-C Planning Ahead For Transit

PL4-C-1. Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

PL4-C-2. On-site Transit Stops: If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

PL4-C-3. Transit Connections: Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-A Arrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

DC1-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

DC1-A-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-B-2. Facilities for Alternative Transportation: Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

DC1-C Parking and Service Uses

DC1-C-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

DC1-C-3. Multiple Uses: Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

North District - Lake City Supplemental Guidance:

DC1-I. Parking and Vehicle Access

DC1-I-i. "Cut through" traffic mitigation:

a. Vehicular traffic of the new development should ingress and egress toward the more intensive zoned area and not the lesser zoned area.

DC1-II Location of Parking on Commercial Street Fronts

DC1-II-i. Parking Location: Consider placing parking underground for all new development within the Civic Core. Where this is not feasible, parking lots should be located behind buildings or in the interior of a block. Large parking lots should be visually and functionally segmented into smaller areas with planted medians, walkways, lighting, etc.

DC1-III Design of Parking Lots Near Sidewalks

DC1-III-i. Parking Location: As sites with large surface parking areas, such as auto dealerships, are redeveloped, consider locating parking under, beside or behind new structures. If surface parking lots are located between structures and the sidewalk, vegetated areas should be provided along the sidewalk to provide pedestrians a buffer from the parking lot. Vegetation should be of a height that pedestrians can still see above it and/or spaced so they have visibility around it for safety.

DC1-III-ii. Vegetated islands: Consider including trees and safe, well-defined pedestrian pathways at locations throughout large parking lots to enhance pedestrian activity, minimize storm runoff, and reduce the heat island effect of large parking lots.

DC1-III-iii. Pervious pavements: should be considered to assist groundwater recharge and removal of pollutants.

DC1-III-iv. Green spaces: At regular intervals, green spaces can provide attractive surface parking areas and reduce drainage runoff in large parking lots.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable,

include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or "texture," particularly at the street level and other areas where pedestrians predominate.

DC2-E Form and Function

DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

North District - Lake City Supplemental Guidance:

DC2-I Respect for Adjacent Sites

DC2-I-i. Visual Buffering: Pay special attention to projects on the zone edges in the Hub Urban Village, such as between Northeast 125th and 130th Streets and on the eastern boundary of the urban village. Incorporate vegetation to buffer and provide significant visual screening where privacy for adjacent sites is an important concern.

DC2-II Human Scale

DC2-II-i. Active Street-Level: Design buildings when possible to encourage multi-tenant occupancy and walk-in traffic at the street level.

DC2-II-ii. Street Windows: Generous street-level windows and entrances will animate the street.

DC2-II-iii. Floor Articulation: Use façade treatments and changes in materials to distinguish the ground level of a building from the upper levels, especially where a building orients to the street and/or defines public space.

DC2-II-iv. Visual Rhythm: Establish a rhythm of vertical and horizontal elements along the street-level façade. For instance, the regular cadence of display windows and shop entrances enhances the pedestrian experience.

DC2-II-v. Design Elements: Use elements such as exterior light fixtures, blade signs, awnings, and overhangs to add interest and give human dimension to street-level building façades.

DC2-II-vi. Overhead Protection: Provide continuous overhead protection for pedestrians in the core commercial areas between 28th and 35th Avenues Northeast, and between Northeast 123rd and 130th Streets.

DC2-II-vii. Awning Transparency: Transparent materials, allowing light to penetrate to the street, should be considered for overhead protection.

DC2-III Architectural Concept and Consistency

DC2-III-i. Hub Urban Village:

a. Establish a building's overall appearance based on a clear set of proportions. A building should exhibit a sense of order.

b. Employ a hierarchy of vertical and horizontal elements. Use materials to unify the building as a whole. Façade articulation should reflect changes in building form and function, from the base, to the middle, to the top. Vertical lines should be carried to the base of a building.

c. Provide a clear pattern of building openings. The pattern of windows and doors should unify a building's street wall—not detract from it—and add to a façade's three-dimensional quality. Recessed windows are encouraged to create shadow lines and further promote three-dimensional expression.

d. Large expanses of blank walls should be avoided.

DC2-III-ii. Auto Row: New structures built for auto sales are encouraged to depart from the conventional "box retail" approach to building design in order to create the look of multiple storefronts that would provide the design character desired or break up storefronts with architectural features such as a varied roof line.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DC3-B Open Space Uses and Activities

DC3-B-1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

DC3-B-2. Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

DC3-B-3. Connections to Other Open Space: Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

DC3-B-4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

DC3-C Design

DC3-C-1. Reinforce Existing Open Space: Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.

DC3-C-3. Support Natural Areas: Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

North District - Lake City Supplemental Guidance:

DC3-I Streetscape Compatibility

DC3-I-i. Auto Row: Auto dealerships are encouraged to provide low vegetated landscaped edges or borders, with an appropriate width from the street to property along the front of their properties to provide pedestrian safety and defined pathways. Pathways can be curved with plantings to provide additional interest and seating is encouraged to be provided near bus stops.

DC3-II Landscaping to Reinforce Design Continuity with Adjacent Sites

DC3-II-i. Entire Planning Area:

a. For new development involving critical areas, consider using native plants and preserving/restoring habitat areas and incorporating them into the design.

b. Use native plant materials and evergreen trees in appropriate public areas to reestablish a natural northwest tree canopy. Consider extending creek corridors as part of a “green gateway” design feature.

DC3-II-ii. Natural Areas:

a. The planting of conifers is encouraged. Redevelopment projects should use native plant materials which add to the Thornton Creek riparian edge habitat; and, reduce contaminants entering the riparian area from adjacent developments.

b. Use primarily native plant species including trees, woody debris and other habitat features throughout the landscape of redeveloped sites adjacent to the creek to augment protected creek corridors and enhance new buildings.

DC3-III Landscaping to Enhance the Building and/or Site

DC3-III-i. Entire Planning Area:

a. Use landscaping to further define and provide scale for open space. Lush plants, warm materials and pleasing details are encouraged. Retain existing mature trees wherever possible.

b. Use lighting to emphasize landscaping where appropriate.

DC3-III-ii. Auto Row: Incorporate front yard setbacks in the commercial area for a “green gateway” design feature. This setback and landscaping should coordinate and

combine street plantings in the public right-of-way with landscaping elements on private front yard setbacks to increase the gateway affect. For example, one row of larger street trees may occur on the public right-of-way and two rows of smaller trees and/or flowering shrubs may occur in the private front yard setback, creating a deep visual gateway and a pedestrian promenade effect.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

DC4-B Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

DC4-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

DC4-D-4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

DC4-E Project Assembly and Lifespan

DC4-E-1. Deconstruction: When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.

North District - Lake City Supplemental Guidance:

DC4-I Exterior Finish Materials

DC4-I-i. Signage: should be designed to integrate with the architectural concept of the development in scale, detailing, use of color and materials, and placement; reflect the pedestrian scale of the neighborhood; add interest to the street level environment; and reduce visual clutter

DC4-I-ii. Preferred Signs: Blade signs attached to a building façade; Creative, detailed, artistic and unique signage; Signs with lighting attached or monument signs; Signs located no more than 20 feet from the ground

DC4-I-iii. Discouraged Signs: Large illuminated or animated box signs; Post-mounted signs

DC4-I-iv. Durable Materials: Consider each building as a high-quality, long-term addition to the Lake City neighborhood; exterior design and building materials should exhibit permanence and quality appropriate to an urban setting.

DC4-I-v. Quality Materials: Employ especially durable and high-quality materials at the street level, minimize maintenance concerns, and extend the life of the building. These materials should be applied at a scale appropriate for pedestrian use.

DC4-I-vi. Unified Appearance: Use materials, colors and details to unify a building's appearance; buildings/structures should be built of compatible materials on all sides.

DC4-I-vii. Limited Palette: Consider limiting the number of materials and colors used on the exterior of an individual building so that there is visual simplicity and harmony. If intense color is used it should only be used as an accent in a carefully executed and balanced color scheme. Buildings sided primarily in metal are discouraged.

DC4-I-viii. Integrated Aesthetic: Design architectural features that are an integral part of the building. Avoid ornamentation and features that appear "tacked-on" or artificially thin.

DC4-I-ix. Civic Core: Consider using brick, cast stone, brick-like materials, and/or brick combined with other accent materials as the primary material for projects in the Civic Core. Brick is the preferred material to lend a sense of strength and permanence, and promote cohesiveness with existing brick structures.

DC4-II Respect for Adjacent Sites

DC4-II-i. Entire Planning Area: Avoid locating exterior lights above the ground floor on the sides of structures facing residential uses.

DC4-II-ii. Auto Row:

a. Provide thick vegetative buffers of sufficient height to screen on-site lighting from contiguous and nearby residential areas or residential areas sharing the same collector streets.

b. Glare-free lighting should be provided and directed downward to be sensitive to nearby residential areas.

RECOMMENDATIONS

At the conclusion of the Administrative EARLY DESIGN GUIDANCE phase, Staff recommended moving forward to MUP application.